



# TOKEN HUNTER



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Dedicated to the Collecting, Recording, and Preservation  
of Tokens and Medals.

## SEPTEMBER

Our August 25th N.U.T.S. meeting was sensational! Not only was our speaker, Ken Lambson, knowledgeable when it came to the earth's geological make-up, but the rock and fossil specimens that he displayed were fascinating! Thanks, Ken for sharing your hobby with us. Next time we're wandering around with our metal detectors, maybe we'll pay closer attention to the beautiful rock formations all around us.

Gaylen Rust has graciously accepted an invitation to speak to us at our September 22 meeting. He has an outstanding collection of Civil War Tokens and memorabilia. If you have any tokens that pertain to that era, bring them along!

### ATTENTION!!!

Don't miss our September, October, and November meetings! Bob and Carol Campbell, of Wally's Coin Shop, have put together a treasure valued at \$100.00, retail catalogue price, and clues will be given at each of these three meetings as to where to find this hidden trove of tokens!!! Don't be left behind! The clues will be given at the end of each meeting. None will be printed in the newsletter. You must be present to receive them.

Thanks, Bob and Carol! You have really been great members!!

Bob is donating the tokens from his shop, hoping to stir some more interest in our club. Pass along the word about this treasure hunt to your friends! See you at the September meeting!!

*Linda*

INVITE A FRIEND!

Circle Saturday, September 17th on your calendar!  
Our club has planned a dig to Scranton for that weekend.  
We'll meet at Wally's Coin at 6:00 a.m. Be sure to bring  
food and water. In case of rain, the dig is cancelled.  
Any questions, call Bob Campbell at 467-8636.

Get your collectables together!! Our October meeting  
will be held on the 27th, and those with displays will be  
eligible for fabulous prizes! You can exhibit anything  
that you wish. There will be a prize for best exhibit  
for seniors and juniors. The senior prize is a rosette  
with a silver dollar in the center! The junior prize will  
be a silver half dollar in a rosette!

In November we will be holding elections for the  
coming year. Be thinking of the people you would like  
to represent our club in 1984!

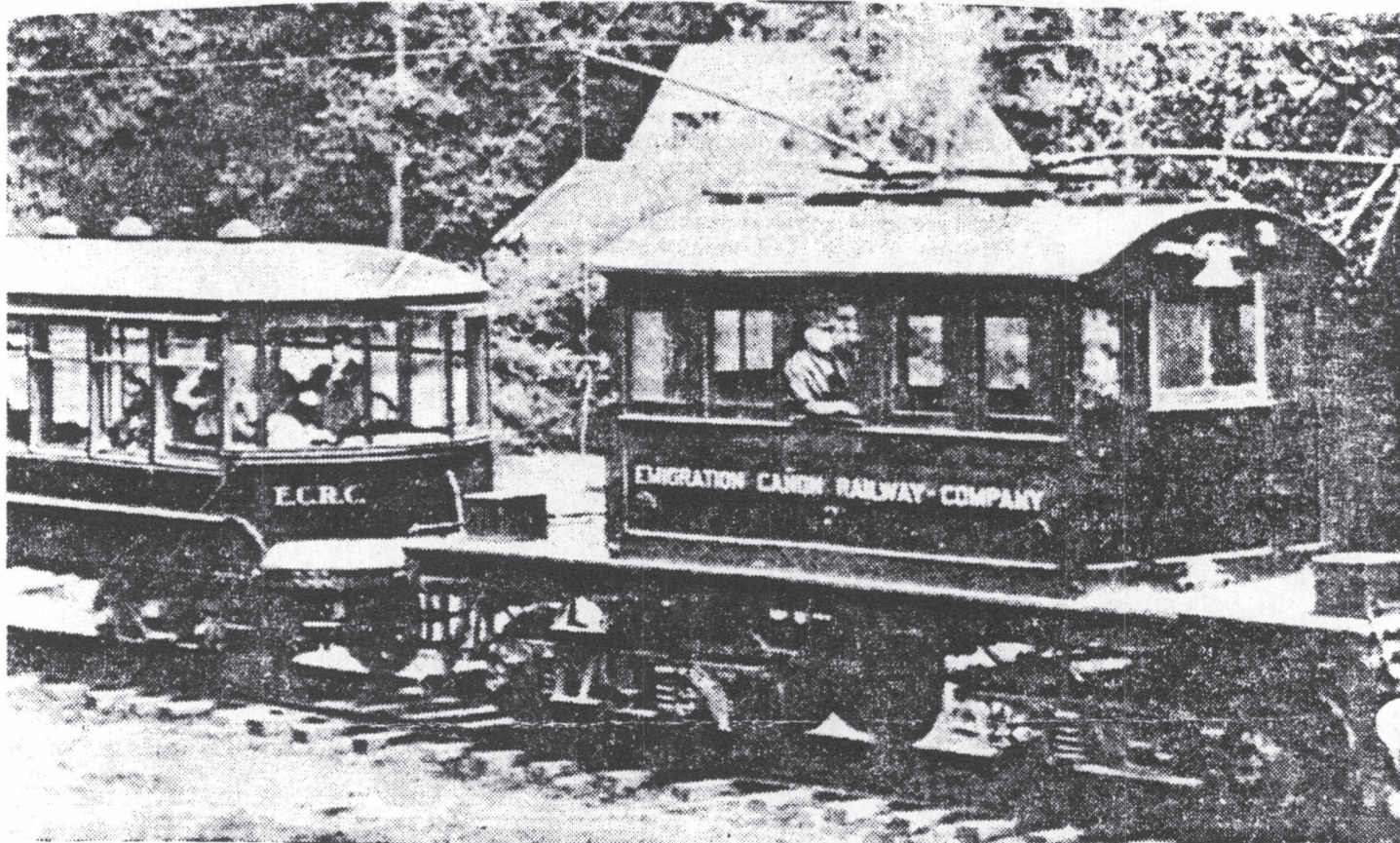
Our Christmas Party will be held December 15th at  
7:30 p.m. at Seaman James Bartley on 10th East and 7200 So.  
Those of you who have eaten there will agree with me  
when I say that the food is scrumptious! Prices will range  
from \$6.10 to \$7.60 per person. You will have your choice  
of fish or another entree. R.S.V.P. to Carol Campbell at  
467-8636. Remember all of the prizes we gave away last year?  
You won't want to miss out on the fun and excitement!

One of our best-loved club members, David Freed, not  
only has a token collection that we all envy, but he also  
has collected memorabilia from the old Emigration Canyon  
Railroad. A few months ago, an article was featured in the  
'Token Hunter' about this early Utah Railway. David called me  
after reading the article and told me how much he enjoyed  
it. It meant a lot to him because he remembers riding on  
the railroad as a boy. His grandfather was president of the  
Emigration Canyon Railroad and his uncle was railroad man-  
ager.

On September 6, 1983, the Deseret News featured an  
article written about David and the Emigration Railroad.  
For those of you who may have missed it, here is a reprint,  
telling that very interesting part of Utah history.



# Getting away from it all in the olden days



**By Arnold Irvine**  
Deseret News staff writer

The Labor Day weekend was the signal for hundreds of Salt Lakers to pack cars, vans, campers, motor homes and boats with essential gear and head north, south, east or west — anywhere to get away from the workaday surroundings. The departure and return of the caravan is an awesome sight.

The same was true in other communities throughout the state, on a smaller scale. For a holiday or long weekend, people like to get away, have fun, relax.

The automobile makes the getting away easy, now-a-days, but what did Utahns do on holidays in the olden days before there were two cars or even one car in every garage — before there were garages?

Even then, getting away was important, and a popular escape vehicle was the electric train — clean, fast, dependable and relatively inexpensive. By the turn of the century or soon thereafter, electric trains were operating along the Wasatch Front from Payson on the south to Preston, Idaho, on the north.

Sprouting out to the east and west and independent of the main north-south trunk lines were three smaller electric railroads that were all favorite escape routes for urban holiday crowds.

One, the Saltair route with its open air cars, is fondly remembered by many of Utah's older generation. The other two, the Emigration Canyon Railroad and the Ogden Canyon Line, are nearly lost in the mists of time like two gorgeous butterflies that flourished for a brief season, admired by all, then disappeared and were

forgotten — almost.

Salt Lake business executive and former tennis star David Freed still remembers the Emigration Canyon Railroad. "I rode it when I was a boy," he recalls. His grandfather, LeGrand Young, was president of the company and Freed's uncle, LeGrand Jr., was the manager.

The railway boasted two open air cars, not unlike the Saltair cars, allowing passengers better to see the beauties of Emigration Canyon, the historic gateway to Salt Lake Valley.

Not to be outdone by Salt Lake City, Ogden had its Ogden Canyon Line which carried passengers between the old downtown Union Depot and Huntsville, some 10 miles up the canyon. Both canyons had resorts that attracted visitors. In Ogden Canyon was the Hermitage. Pinecrest was at the end of the Emigration Canyon line.

The story of the two nearly-forgotten railroads and of Utah's other electric rail lines is preserved in a paperback book, "Interurbans of Utah," by Ira L. Swett.

On holidays, people with picnic baskets crowded onto trains on both these routes to ride up the canyons and enjoy the cool alpine scene, far — or so it seemed in those days — from the heat and congestion of the city. Riding the trains was faster and more comfortable than bumping over steep, rough, dusty canyon roads in surreys or wagons. Only the affluent stayed at the Hermitage or Pinecrest. The ordinary folk found shady spots, preferably by a stream; spread a blanket and shared with canyon ants the goodies brought from home.



David Freed has quite a collection of memorabilia from the old Emigration Canyon Railroad, a popular vacation getaway train.

In the afternoon, the picnickers would pack up and board the train for another exciting ride. The thrill would be dampened somewhat by the realization that the adventure was over and the sultry city awaited them at the end of the line.

The rides were even billed as tourist attractions with the canyon resorts as delightful vacation destinations.

The Emigration Canyon line was the first of the two electric roads to be built. Its original purpose was not to entertain sightseers but to provide building materials for the growing city below the canyon's mouth. Homes and commercial buildings were being built, all requiring durable foundation stone.

Suitable rock was available in Emigration Canyon. Freed recalls both a "red quarry and a white quarry." Hauling the stone to the city by team and wagon was slow and expensive. In 1907, LeGrand Young Sr. and leaders of The Church of Jesus Christ of Latter-day Saints, recognized the need for faster, more efficient movement of the stone by rail. They joined forces in organizing the Emigration Canyon Railroad Co. Young was a nephew of Brigham Young.

The rails were laid from a terminal at 5th South and University Street, to a point 14 miles up the canyon. The road bed, long since obliterated, crossed the creek 16 times. Two switchbacks with 5 1/2 percent grades were needed to raise the line to the higher canyon levels, and the last mile of the line was built on an eight percent grade.

A spur, taking off the main line at the 13-mile point, wound up around a ridge. When passenger service was started, the trains would back up the spur to Point.

Lookout where the sightseers could get a view of the distant valley.

Two electrically-powered locomotives were acquired from the Utah Light and Traction Co., operator of Salt Lake City's streetcar system. More than 50 flat cars were purchased for rock hauling, and the railroad was in business.

Opening the scenic line to passenger service seemed a natural and in 1909, four passenger cars were ordered, two motor cars and two open air trailers.

The line interconnected with the UL&T streetcar tracks so that the passenger trains could start their runs at the Hotel Utah on South Temple near Main St. On holidays and other special occasions, trains of as many as six cars, including the motor cars, would load up at the hotel, proceed to State St., turn south to 2nd South, east to 10th East, over to 5th South then east to the company's terminal before proceeding across the east bench and into the canyon.

The round trip of approximately 30 miles took three hours. An old University of Utah summer school brochure features the ride as part of the school's attractions with a fare of 35 cents. The railroad did not operate in winter.

Emigration Canyon RR had enough clout to get a bill passed in Congress, giving the line a corner off the Ft. Douglas reservation so that a dangerously sharp curve in the tracks could be eliminated in 1913.

Pinecrest Inn did not come into the picture until 1914. C.S. Strevell and James H. Paterson, partners in a wholesale hardware business, built the resort at a cost of \$68,000. The lodge had 60 rooms, 30 with private

See HEYDAY on C-8

# Heyday of the Emigration Canyon Railroad

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baths; 3 dining rooms; 2 salons for dancing and its own power generating plant.

Together with summer cottages that were springing up in the canyon, the lodge generated steady summer traffic on the E.C.R.R. More passenger cars, Pullman green with gold trim, were added to the rolling stock. Cars and locomotives were given names: Red Butte, Wanship, Wasatch, Oquirrh, Pinecrest, Washakie, Uintah and Tintic.

Meanwhile, in Ogden, the canyon railroad was progressing nicely after a potentially explosive start. Two of the state's financial magnates, wanted to build the line and their rivalry was reminiscent of the contests for right-of-ways fought by bigger railroads. The Utah financiers didn't resort to gunfighting or hostile confrontations but they did stage a construction race to get into the canyon first.

Simon Bamberger, former governor of the state, owned the Bamberger Railroad, operating between Salt Lake City and Ogden. He also owned the Hermitage, a canyon tourist lodge, which would benefit greatly from electric rail service. In 1909, Bamberger began grading a road bed from his Lincoln Ave. tracks eastward toward the canyon.

David Eccles, founder of the financial and industrial empire still controlled by his descendants, was the owner of the Ogden Rapid Transit streetcar system. He, too, had an interest in Ogden Canyon. He had spent his younger years in Eden, and his first wife was a native of Huntsville.

As a matter of pride, perhaps, he wanted to be the builder of the railroad. As an astute businessman, he must have seen that the route to Huntsville would not be a profitable venture. Red and white rock quarries or other freight traffic generators were not there, but only a handful of farmers who needed supplies from the big city, now and then, and who might ship a few cans of milk or crates of produce.

Eccles' street car tracks already extended to the mouth of the canyon so he had an advantage over Bamberger. When Ogden Rapid Transit began grading a route up the canyon, Bamberger threw in the towel, abandoning his almost completed grade to the canyon mouth.

Rails were laid to the Hermitage in 1909, and service was inaugurated that summer. The tracks were located on the opposite side of the stream from the wagon road

and the route required much blasting of solid rock walls to complete. The three miles of trackage up the canyon cost Eccles \$100,900. Not until 1915, did he extend the tracks on to Huntsville.

Average Sunday and holiday passenger traffic on the line amounted to 1,800 people. On July 4, 1910, the trains carried a record 7,000 passengers. Some roofless cars, actually cut-down older cars, gave sightseers a good view of the canyon scenery. The round trip to Huntsville cost 70 cents.

But the electric railroads, built with great hopes and at considerable cost, were doomed to an untimely death. The first to go was the Emigration Canyon line after less than a decade of operation.

Its nemesis was not the automobile, but Portland cement. When plants in Salt Lake City and Weber Canyon began producing this essential ingredient of concrete, builders quickly abandoned foundation stone. Concrete foundations were easier, faster and cheaper to build than were rock foundations.

Suddenly, nobody wanted Emigration Canyon rock and the railroad was deprived of its principal source of revenue. The passenger fares weren't enough to keep the trains going, and the company shut down in 1916. The rolling stock was sold, and the rails were torn up and sold for scrap.

With all of the principal assets thus liquidated, company officials divided among themselves all that remained — four well-used shovels — and went their separate ways.

The Ogden Canyon line managed to keep going until about 1932, when passenger service was suspended. The

company continued hauling freight for three more years, thanks, in part, to the extra business generated by construction of Pine View Dam. However, the resulting reservoir covered part of the company's right of way. The trains stopped running altogether in 1935.

In time, Utah's other electric railways bowed to the proliferating automobile and gave up. The Salt Lake Garfield and Western, the Saltair line, its resort business long gone, still handles some freight car switching but its locomotive is a diesel.

Pinecrest's tourist service scarcely outlasted the railroad. For a time, the Catholic Church operated the lodge as a summer retreat for the Sisters of the Holy Cross. Later, the LDS Church acquired it for its youth program. The building burned down sometime in the '30s or '40s.

Now that the old electric lines have been obliterated, talk is heard occasionally about a great idea that will solve future highway traffic congestion — building an interurban rail line along the Wasatch Front.